



THE HIGHWAY



VOLUME 1 — NO. 8

TRENTON, NEW JERSEY

MARCH, 1943

Ten Year Club Names Committees For Coming Year

"Gene" Palmer, President of the Ten Year Club of the Highway Department recently announced the list of committees that have been appointed to serve for the year of 1943.

At the time of the announcement Palmer said that plans were being formulated for a Spring meeting which would be held in Trenton during the latter part of April or early in May, details of which will appear in a later issue of THE HIGHWAY.

In speaking of this meeting Palmer said, "We are making every effort to give the forthcoming gathering a patriotic flavor. A Victory Bond sale will be conducted and members now in service are invited to attend the affair as guests of the Club."

The following committees have been appointed. A—Administration, B—Bridge, C—Construction, E—Equipment, EL—Electrical, L—Laboratory, M—Maintenance, P—Projects, RE—Real Estate.

Entertainment:

W. H. Spencer, Chairman (B); A. Egan (A); J. Madden (C); R. G. Martin (E); J. R. Hunt (EL); W. J. Ryan (L); K. B. Craft (M); R. MacMullin (P) and Velt Sams (RE).

Nominating:

Paul F. Crammer, Chairman (A); A. P. Gabrenas (B); Alex Cohen (C); T. W. Emmons (E); J. C. Smoliga (L); Earl Storer (M); Frank Harris (P); John Watt (RE) and R. Goldy (EL).

Highlights:

W. E. Beckner, Chairman (M); J. J. Patrick (B); Fred Claus (C); Hobart Shreve (E); J. R. Hunt (EL); Ralph Sherman (L); Cyrus Card (A); George Cubberly (P) and E. Drake (RE).

Membership:

John Curran, Chairman (C); Frank Skillman (RE); Harry Leferson (B); Jack Marren (L); Tony Kuhn (M); W. Wharton (P); E. Knorr (E); K. Rice (A) and J. T. Deter (EL).

Constitution and By-Laws:

W. B. Haney, Chairman (RE); Frank Devereaux (E); Charles Fearnley (M); Charles Hunt (P); J. M. McDonough (L); C. Hurley (A); L. C. Petersen (B) and S. E. Bullock (C).

Investigating:

H. R. Hill, Chairman (A); Clyde Case (A); Harold Rice (A).

Budget:

E. J. Palmer (A); Ray Callahan (M); J. Walters (M) and C. Case (A).

Publicity:

A. J. Lichtenberg, Chairman (B); Paul Cranmer (A); R. Geller (M) and C. Wear (A).

Hospitality:

C. W. Case (A).

Service Awards:

J. H. Carpenter, Chairman (L); W. C. Davis (A); W. M. Dix (M); Cyrus Card (A); H. N. Kramer (RE) and Chris Kucker (L).

Historian:

Paul G. Sehrin (C).

Welfare:

A. J. Lichtenberg, Chairman (B); R. W. Wildblood (A); T. Stephan (C); Frank Devereaux (E); J. R. Hunt (EL); A. E. Watov (L); C. S. Fearnley (M); C. F. Hunt (P) and C. I. Levine (M).

Field Contact Men

Clyde W. Case, Henry Johnson, James Driscoll, Joseph Havron, Jack Haynes, Ed. McDowell, Owen Rogers and Harry Marvin.

E. J. Beckner announces that the Highlights will be published as an annual issue rather than three times a year as in the past. This move is entirely in keeping with the economies necessitated by the present national emergency.

James B. Walter, Financial Secretary, says that the burden placed upon the Ten Year Club's finances due to the number of men now in the Armed Forces makes it desirable for all other members to pay their dues promptly. Checks should be made payable to The Ten Year Club and should be sent to Walter at Room 221, State House Annex, Trenton.

Many Suggestions Being Received

The response to Commissioner Miller's invitation to send in suggestions for improving the efficiency of the Highway Department has been most gratifying. Communications have been received from many employees covering a wide range of activities and in each case these suggestions will be thoroughly studied before any decision as to their adaptability is arrived at.

Since this will take considerable time and effort, THE HIGHWAY is not in a position to discuss the results of such investigation at this time. We hope, however, to be able to give a complete account of these suggestions in the near future.

A fine start has been made on this new program and it is hoped that mail addressed to "The Suggestion Box" will increase as time goes on.

Those who have responded to the initial call for new ideas are:

Ward W. Dean, Electrical; Richard D. Goldy, Electrical; Alvah J. Hall, Bridge; Geo. A. Hefferman, Bridge; Fred Hoeger, Electrical; Marcel Lusday, Bridge; Virgil Markle, Survey & Plans; Ed. J. McDowell, Administration; Julius J. Newark, Administration; Howard C. Opdyke, Maintenance; Frank J. Spagnola, Survey & Plans; Ralph Stouffer, Electrical, and Rudolph Vogel, Survey & Plans.

HONOR ROLL STATISTICS

FRANK A. REDDAN

"C's," 40 in number, lead in surnames on the State Highway Department Honor Roll for employees in the armed service.

The significance, if any, will be left to numerologists.



RONALD E. DAVIS

The actual fact was discovered by Ronald E. "Dutch" Davis of 10 Devon Avenue, an Administration Division youthful clerk with a scientific turn of mind for delving into cause and effect.

The intense interest of "Dutch," the sobriquet attests his popularity, has been accentuated by the fact that he has just reached the age of U. S. Army eligibles. He expects the call to the colors this month.

The Highway Department service flag, now filled with stars, and the adjacent Honor Roll displayed prominently in the department meeting room first met his gaze as he reports for duty each morning.

There are now 332 names on the roll because the skill and physique required in special branches was found among the road builders by the National Government for assignments beyond the seven seas.

In the statistics compiled by Davis it is revealed that "S" with 32 names is closest to "C" with 32 "B" follows with 31.

The other letters rank as follows:

(Continued on Page 4)

VICTORY GARDENS

Fernwood Plot Available For Cultivation

"Food will win the war!" To that slogan and upon the urgings of the United States Food Administration, the peoples of this country bent to the task of increasing our food supply for the American Expeditionary Force, our civilians at home and for the needs of our Allies during World War I. As a result of this national effort 25,000,000 new acres were brought under the plow and our farm output reached a new high.

Today America faces an even greater need for food in World War II. We must feed our 5,000,000 troops, many of whom are now fighting on 31 battlefronts on the five continents, some of our Allies, and the starving millions in some of the occupied countries.

Food is not only important in the winning of this War but it is indispensable for the period of reconstruction after the war is over. America must thus become not only the Arsenal of Democracy, but an important Granary of Democracy as well.

Americans are asked to plan now for the greatest planting this Spring in our history. We are invited to turn our fertile soil to growing food to meet our domestic needs and help our brave allies to sustain life as they fight for freedom.

Every citizen who has land to cultivate and the necessary manpower to start a Victory Garden should consider it a patriotic duty to do so. He should grow food on his own land or cultivate land on which he has some right of access.

The State Highway Department has 4½ fertile acres at Fernwood which would make a Victory Garden. There are willing Highway employees who have already expressed a desire to turn from road-building and maintenance to farming in their spare hours. The State Highway Department is glad to respond to this patriotic wish.

This plot of 4½ acres has accordingly been set aside at Fernwood and a plan has been evolved for allotments to Highway employees for such gardens. Robert Green, Landscape Engineer, has been put in charge of allotments and will advise employees on gardening practices.

Here is another way in which employees of the State Highway Department can help in the war effort. If you want an allotment, write today to Robert S. Green, in care of the Maintenance Division of the State Highway Department. He will respond at once to your inquiry and your request.

Let's make Fernwood the finest cooperative Victory Garden in the State.

Spencer Miller, Jr.

State Highway Commissioner

What Next?

While patrolling Route 2 at 4 A.M. recently, Foreman Benjamin Cortese and three members of his sanding crew, John Bush, John Growney and John Potanik had an unusual experience.

As they were proceeding down the highway they were hailed by a motorist whom they imagined to be in difficulty due to the icy condition of the pavement. Upon stopping to render assistance they found themselves cast in the role of obstetricians, for a Mrs. Miles, the wife of the distressed motorist, had just given birth to a six pound boy!

Proving themselves equal to the occasion, these Highwaymen rendered every assistance to the mother and then rushed her to the Hackensack Hospital where we are glad to report both mother and baby are doing fine.

It is nice to add that Messrs. Cortese, Bush, Growney and Potanik have also recovered from their experience.

BUY WAR BONDS AND STAMPS

Death Claims Hankins

It is with regret that we report the death of Mr. Warren Hankins, 164 Water Street, Mt. Holly, on Tuesday, February 23rd. Mr. Hankins was first employed by the Department on April 7, 1936, and worked in the landscape crew under Foreman Fred Floel, operating on State Highway Route No. 40, the Rockefeller Memorial Highway.

"Pud," as he was best known to his friends, was one of the oldest members of the Volunteer Relief Fire Company No. 1 of Mt. Holly, having been an active member for over thirty years, and will be sincerely missed by his fellow employees. He is survived by a widow, to whom we extend every sympathy.

A USEFUL TIP

When your bottle of Hyperion Writing Fluid runs dry you can make an adequate substitute for writing on blueprints by making a solution of baking soda and water. This makes an excellent bleach which brings out the natural white of the blue print wherever applied.

Weather Analysis Hobby with Ristow

MARVIN A. RILEY

To a great majority of the employees of the Highway Department the weather is just something that is enjoyed, endured or talked about, but to Edward Ristow of the Administrative Filing Bureau it is a much more animate subject.



EDWARD RISTOW

In 1926 Ed belonged to the Y. M. C. A. Each boy in his group was required to have a hobby at that time Ristow worked with the Highway Department in the Broad Street Bank Building in Trenton, and, since the Government Weather Bureau was located on the top of the building, Ristow decided that he would make "weather" his hobby.

Ed became a frequenter of the Trenton Public Library and read every book on the shelves pertaining to the subject. He made himself acquainted in the Trenton Weather Bureau, was given copies of Government publications relating to Meteorology, received instructions from the Bureau employees and soon was helping make observations.

Ristow was an avid pupil. By 1930 he was given the title of "Cooperative Observer" and was permitted to establish an observation station in his own home, officially designated as "Trenton No. 2." Since 1938 he has been called in frequently to assist at the Trenton Weather Bureau when regular employees have been indisposed and some time ago was sworn in as an official "Airway Observer." Ed can draw weather maps and has often helped the Maintenance Division in its snow removal work.

Like most others, Ristow has other hobbies and interests. He is a stamp collector of parts; Sunday School Superintendent at Woodsdale Chapel; an Auxiliary Fireman and an Assistant Zone Warden, A. R. P.

Marriage Follows Commission

On February 9th, Miss Priscilla Greely of Madison, Wis., became the bride of 2nd Lieut. E. V. Connett 4th of the U. S. Signal Corps in a ceremony performed in that city. The groom, who is the son of the State Highway Administration Officer, had recently received his commission at Fort Monmouth.

At the time of the marriage Lt. Connett had orders to proceed immediately to Reno, of all places. These were later changed and at present he is stationed at Drew Field, Tampa, Fla.

While attending the services, E. V. C. Sr., took time to visit the Wisconsin State Highway offices for the purpose of seeing how the other fellow does it.

THE HIGHWAY

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In the interests of its employees.

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SUPPORT THE RED CROSS

Annually the employees of the State Highway Department have contributed generously to the American Red Cross. As a group we have every reason to be proud of the record we have established. This year we are being asked once more to give our quota towards supporting this most worthy organization. Our obligation in 1943 will be greater than in previous years if we are to bear our share in this noble work.

It is unnecessary to recall in detail the heroic missions of the Red Cross on the far-flung battlefields of the world, the errands of mercy within the shattered remnants of bombed cities, the sheltering and clothing of the homeless, the feeding of starving thousands within the war zones, or the services rendered to our boys in camps and forts regardless of where they may be. This record is familiar to all. What we must realize, however, is that this noble work cannot stop; that the need for the Red Cross is greater now than at any time in our history; that we, the citizens of America must guarantee its continuance.

Therefore let us each resolve that another glowing page shall be added to the history of the State Highway Department's record of past achievements by supporting the present Red Cross campaign to the utmost of our financial ability.

AMERICA ON THE WARPATH

Randolph La Barre, Landscape Div.

America's Highways are Warpaths,
And large is the part that they play,
For now they hum to the roll of the drum,
America is moving today!

America is moving its armies
To the camps, to the fields, to the forts,
Out of the byways, on to the Highways
Down to the sea and its ports.

America is moving munitions,
Food for our men and their guns,
So we who are here, must keep the way clear
For convoys,—supplies for our sons.

America is now on the Warpath,
Her millions determined to win.
Her doughboys' feet, will tramp down Main Street,
In Tokio, Rome—and Berlin.

PROJECTS PARAGRAPHS

ELMER MEYER

First Sergeant "Al" Sustick visited the office recently and showed the results of good Army training. In other words he really looked swell. Al is still located at Moody Field in Georgia and informs us that he is in line for Officer's Candidate School. In that event he will be transferred to Miami Beach, Florida.

Projects is proud to announce that Captain Al Faxon has been promoted and is now Major Faxon of the U. S. Engineers. Al is still attending the General Staff and Command School at Fort Leavenworth, Kansas, according to the last report.

Frank Harris, Assistant Supervisor of State Aid Projects, is back on the job again after undergoing an operation on his neck. We are glad to report that he is recuperating nicely although the neck is still pretty sore.

Highway Honor Roll

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

TOTAL 340

Administration	
Bonfanti, Salvatore	Army
Construction	
Peterson, R. A.	Army
Williams, Virgil	Army
Maintenance	
Bein, Albert R.	Army
D'Amato, James	Navy
Southard, Harrison S.	Army
Staeger, William	Army
Wilber, Ernest, Jr.	Army

COMMISSIONED



LT. JACK TAYLOR

2nd Lt. JACK TAYLOR of the Electrical Division graduated from the Fort Benning Officers' Candidate School on February 4th and is now stationed at Camp Croft, S. C. Since joining the service Jack has lost considerable weight and is now in perfect trim. During a recent visit to the office, he proved to the boys that Army life must be "just what the doctor ordered."

MAURICE McCROSSON of Real Estate and more lately Co. 1351 Naval Training School, S. K. School, Newport, R. I., writes to Bill Kirk of that division to say: "All of my time goes to study... turn out at 5 A. M. and keep on the go until 6 P. M. . . includes Saturdays. Also do our own washing, etc. Up to this time I have maintained an average of 88. We always look forward to getting mail even if we don't have time to answer them promptly."

Pvt. GEORGE J. OSNOWITZ, 22069421, 260 Port Trans. Bn. Corps, APO 940, Postmaster, Seattle, Wash., acknowledged receipt of a letter from Commissioner Miller recently and wrote, "To those back home who find time to send along greetings we here feel the urge to reply in kind and to say, not too profanely I hope, that it's damn nice to receive those greetings. They're a great booster and I have seen strong men weep merely because of a letter from home. We're doing our darndest out here and implicitly trust that you are all doing the same there."



L.T. "AL" BAYTEL

A recent visitor in the Trenton Office and Fernwood was 2nd Lt. ALBERT B. BAYTEL of the Equipment Division. Al reports that he is now in charge of a Medium Maintenance Ordnance Company at Warner Robbins Field, Macon, Georgia.

Baytel originally entered the service of his country in May, 1941 and was commissioned in September, 1942. He attended Officers' Candidate School at Camp Lee, Virginia.

As company commander Al is charged with the maintenance of the motor vehicles attached to a bomber squadron and is most enthusiastic about his work.

Lt. JOHN H. HULSE of the Cranbury Office is now with the Navy "Sea-Bees" in New Caledonia. In a recent letter to his former "chief," Jack Evans and another to Sam Bullock, Hulse wrote, "The next war I get in (if ever) is going to be fought with union hours or I shall stay home. Work goes on 7 days a week and 24 hours a day. Sometimes I work twice around the clock without stopping and never less than 10 or 12 hours. That includes Sundays and all holidays. The pace is really terrific... wish

Land and Legal

ED. DRAKE

No matter how you look at it, J. Layton Prout, Supervisor of the title searching corps in the field, has a right to feel proud of his family. He has three sons, all six-footers. The eldest, William Layton, 22 years old graduated from Rutgers last January 16th as an Electrical Engineer and immediately joined the Signal Corps as a 2nd Lieutenant.

Gordon, the second son, is in the Air Corps at Monroe Field, La., where he is classified as a pilot, bombardier and navigator. The "baby" of the family, Harold, is a freshman at Rutgers and is now awaiting call with the Navy Air Corps.

We agree that Layton and his wife have every reason to be mighty proud of this stalwart trio.

Land and Legal were glad to welcome Grace Reed on her recent return to the office of General Solicitor Benjamin Van Tine. Grace, we understand, is glad to be back with old friends after her sojourn in another State department.

Kenneth Jones, Title searcher is now working in civilian capacity for the U. S. Signal Corps at Fort Monmouth. And from what Ken tells us, working is the correct word.



ANTHONY V. ESPOSITO

Kirk Schank, of the Army Air Corps, Tony Esposito of the Coast Guard and Norman Lister of the Navy recently paid a visit to the office. Each of these "old timers" looked as if the Service was doing them a world of good. But better than that, each was enthusiastic about their particular branch.

Otto F. Seggel of the Title Bureau is recuperating from a double fracture of the ankle which he received when he fell on the icy pavement recently. The "Judge" is confined to the Trenton General Hospital where he would more than welcome visits from his friends.

Battery C, Seattle, Wash., and formerly with Survey and Plans sends a lengthy letter in which he states, "I got my basic training in a former CCC camp situated in a valley and surrounded by snow-covered mountains which made a beautiful setting, about 40 miles east of Seattle. I'm now in the Barrage Balloon battalion of the Coast Artillery. I received a check for a month's salary from the Department which was pretty nice of them. You know \$50 a month is not such bad pay in a place like this, where you get all your clothes and eats and shelter for nothing. I would rather see all my Japs. This is one of the most vicious and cruel wars ever fought. It is a combination of national, religious and racial war... a frightful combination. Say hello and my regards to all the bombers."

Maintenance Foreman CHARLES HARGROVE writes from 1136th School, Squadron B, Barrack T-525, Camp Luna, Las Vegas, New Mexico, to say, "It is cold here and they have snow too. I landed here in a snow storm two weeks ago. I also read in THE HIGHWAY that you have had to get out the plows. It is nice to get the news of the department and also read of the boys who are in the Service."

Pvt. CHARLES W. BROWN, 32480266, 308 C. A. B. B. Bn.

32259117.

Bridge Briefs

A. J. LICHTENBERG

Virgil "Duke" Williams, 1st Lieut. Army Engineers writes that he is taking the required routine in stride. He was somewhat surprised to find that he attended his first lecture within three hours after his arrival at camp and that his instructor was none other than that eminent Highwayman Major Howard Kooms. "Duke's" address is OTC-EUTC, Camp Clairborne, La.



WILBUR SPENCER

Wilbur H. Spencer is rapidly recovering from a serious operation of a month ago. When things looked dark, blood donors were called for and James Kersey and Paul Steen very generously gave a pint of blood each, to be used in event of necessity. Others who answered the call but were not used included: Wm. Boles, J. F. Evans, Paul Gabrenas, Geo. Hefnerman, John Patrick, Sven Hedin, Arthur Lichtenberg, Stacy Fine and Alex Cohen. Fortunately Wilbur did not need the transfusion and Jim and Paul were given some super vitamin pills that snapped them back to normalcy in a jiffy.

Gathered here and there: Harry Lefferson enjoying his new domicile (faint rumblings of an impending house-warming continue to be heard) . . . J. J. Koffler transferred to Rt. 25 detour, Hudson and Manhattan Bridge at Newark . . . Chester Smith storing his bike in deference to ice, snow and gripe germs until warmer weather . . . Marcel Ludasy third on the list for Federal Aid Eng. . . Albert Lee and H. M. Berger digging in on the new Port Street Access Road . . . "Mike" Furry back to work after a seige with a heavy cold . . . Fred Dileo, and two Jacks (Patrick and Evans) going great guns as Air Raid Wardens . . . Lieut. Comm. Fred Hunter back from Kodiak and assigned to Hunter College, N. Y., in charge of Naval contracts. Construction for the WAVES. Imagine!

Field men visiting the office during the past month are: Leon Chatten, Bill Higginson, Curtis Weller, Pat McCullough, Al Heron and Jim Everett.

Sam Rankin, Bridge Const. Inspector and former Freeholder of Roselle Park, has initiated a move in his home town which makes it necessary for an authorized engineer to establish lines and grades before building permits will be issued. Sam who has been with the Department for 15 years evidently wishes to avoid the boom town appearance.

Walter Devereaux and Rankin were comparing notes recently and found out that between them they boasted of ten grandchildren. They still have a long way to go before they threaten the title of Alyah Hall who has many grandchildren as well as being a great-grandfather.

Our genial stenographer, Stae Kanyuh, nee Schnorbus, pounds the keys at night as well as by day. She apparently has been re-born musically and is spending many a long hour at the keyboard of a new spinet piano. Besides this, Stae is a steady worker at making surgical dressings. Her son Richard, who is about to be inducted into the army, is quite a singer and no doubt will miss his mom's coaching.

One Good Turn Deserves Another

About five years ago, Commissioner Miller took a mid-winter trip to California. It was while he was basking in the famed golden sunshine of that State, that New Jersey was visited by one of its heaviest snowfalls. The town of South Orange, where the Commissioner resides, was buried under an 18-inch blanket of snow. Mr. Connell, who lives across the street and less fortunately was remaining at home, awoke to find a large scale snow removal job facing him as he surveyed the 400 feet of sidewalk that borders his home. Undaunted, however, he fortified himself with a large breakfast and set about the task of digging himself out.

After several hours of back-breaking toil he looked back on the long stretch of clear sidewalk with a feeling of satisfaction and relief, if not exhaustion. As he was about to call it a day he glanced across the street toward the Commissioner's home still knee-deep in drifting snow. It was then that he recalled that Mrs. Miller was not in California and would have to be shoveled out. At the same time he made mental note of the fact that the Commissioner's sidewalk was also 400 feet long.

Faced with a situation like this, Mr. Connell did just what you or any other gentleman would do in a similar situation. He shouldered his shovel, which by now had grown very heavy, plodded his way across the street and began the job of shoveling another sidewalk clear. Both the day and Mr. Connell were well spent when this good deed was finally completed.

Upon returning from California, where no doubt he had read of the blizzard, Commissioner Miller received a full accounting of the good neighbor policy of his friend from Mrs. Miller. Right then and there he vowed that one good turn deserved another. Just let it snow again and he would show his neighbor how much he appreciated such thoughtfulness. He would shovel Mr. Connell's sidewalk!

As it happened the next snowfall was rather light. At best it could not have exceeded an inch or two. But the Commissioner was right on the job. Equipped with boots and snowshovel he cleared his own and Mr. Connell's sidewalk in somewhere around fifteen minutes. Of course this did not square the obligation. That could wait until more snow arrived. And so, through the intervening years, New Jersey's snow removal Czar has continued to remove the snow an inch at a time from his neighbor's sidewalk. To date, according to Mr. Connell's figures, a total of eleven and a half inches have been removed in this manner. You see, the Commissioner, whether by design or chance, has been out of town whenever a heavy snowfall visited South Orange!

Another thing working against his total of snow removed, is the fact that he has recently been content to shovel only a pathway rather than the entire walk. This is not fooling Mr. Connell, however, because his records are based entirely upon cubical contents.

When the heavy snow of January 28-29 started settling over South Orange, there was a happy glint in Mr. Connell's eye. Here at last was the very thing he had waited five years for—and the Commissioner not "out-of-town."

It would be nice to say at this point that Commissioner Miller put on his boots, reached for his shovel, and once and for all time wiped the slate clean of any snow removal obligations. But this would not be sticking to the text. The truth of the matter is this: without previous notice, the Commissioner had gone to Washington!

What worries Mr. Connell right now is how the Commissioner knew it was going to be a heavy snow.

FLASH!

As we go to press we received word that the above indebtedness has been paid in full. After the recent snow, the Commissioner cleared Mr. Connell's walk and received from his assistant a release from future obligation.

Equipment Items

JAMES O'ROURKE

Paul Sines, one of Fernwood's Equipment Operators, can justly be proud of his service flag with four boys in the Service. Paul, Jr., is with the Air Corps in California, Jack at Fort Dix, George with the Navy, overseas, and Lonnie with the Navy on patrol. Paul says things are very lonely now since there remain at home only himself, his wife, six daughters and three other boys. You see, there were originally thirteen children in the Sines home. This may be a Highway Department record.

At present Paul is considering asking for a leave until he gets the rationing problem solved. We understand that whenever he purchased coffee or sugar and presented his stamp he tied up traffic to such an extent that the grocer requested him to come around late in the evening when the customers had thinned out a little.

Now with the point rationing system in effect, Paul feels that he will either have to get an accountant to handle his affairs, a leave to do it himself, or go hungry! He really has a problem on his hands. Any unemployed accountant who is interested can contact Sines at Fernwood.



HARRY DITMAR

HARRY DITMAR of the Merchantville Garage now in the Navy, reports that he likes it and is doing fine but that he does not relish the prospects of any more "shots." For the information of Joe Pena, the shots are not the kind Joe has in mind.

Word has just reached us that Johnnie Smith, our Equipment Inspector from Toms River, is now receiving instruction on how to drive a dog team. Johnnie has every opportunity to practice this work as well as keep in trim for snow removal because he is up where they have real snow—"somewhere in Alaska."

While it is not generally known, Fernwood has in its midst one who aspired to a pugilistic career in his younger days. Under the name of Frankie Paul, Dan Dileo fought professionally a few times before he wisely decided that the road to fistic fame was one of scrambled features and cauliflower ears. Today Dan is a happy member of the Fernwood family (paint shop) and the proud father of two children, Dan, Jr. and Rose.

The ban on Sunday driving has forced Joe Carrig to give up his hobby of managing that Langhorne estate that has been the source of so many hot peppers and pickled onions during the past ten years. Joe feels that when planting season rolls around he will have little trouble getting an official OK for the trip since he is an experienced agricultural worker.

An interesting item that came to the attention of this column recently had to do with one of our Highway boys and the son of another. It seems that one of Tom Brown's sons (he has three in the service) shipped from Davisville with Jack Carr, Jr. This boy, Harry by name, traveled in company with Carr as far as New Caledonia. There he disembarked while Jack apparently continued on.

Sometime later one of Tom's other boys, Eddie, who had just been relieved with the Marines at Guadalcanal, wrote a letter to his mother, while on a transport to "desination unknown." The

Williams Solves Travel Problems

Uses Many Means of Transportation

When the recent order reducing Highway car mileage 50% became effective, J. A. "Jack" Williams, Division Engineer met the situation in a manner that was unique to say the least. Confronted with the necessity of inspecting a bridge in the wilds of Atlantic County, he left his Pitman home at 8:30 A. M. and took a bus for Vineland which would make connections along the way with the Atlantic City bus.

Somewhere below Malaga, on Route 47, the latter developed tire trouble. After half an hour's delay a special bus transporting a USO orchestra came along. Williams hailed this and prevailed upon the driver to take him the remaining distance to Atlantic City. Since it was not a regularly scheduled trip the driver was unable to charge a fare. Therefore to show his appreciation, Jack bought the driver a dinner upon arrival at that point. It was then he discovered that it would have been cheaper to pay a fare.

Boarding a Lakewood bus at the shore resort, Williams set out for Port Republic where he arrived shortly before noon. Here he was faced with the problem of getting quite some distance out into the country to make his inspection. Fortunately a driver of a local school bus appeared on the scene at this time and for a nominal consideration (a few cigars) he took Williams another five miles toward his ultimate destination.

From this point he had but a mere three miles to travel to the bridge site. Resigned to walking, he had traversed but a short part of this distance when a motorcycle came along. Once again Jack resorted to his best hitch-hiking technique with the result that soon he was perched precariously on the aft end of the motorcycle bouncing merrily along. It is nice to relate that he arrived at the bridge safely.

During his tour of inspection he engaged in conversation with one of the workmen and found that this gentleman had a brother who daily picked up some children at the Egg Harbor school. Furthermore it was the custom of this brother to stop at the bridge for a few minute's chat.

Quick to take advantage of such a situation, Williams found himself in Egg Harbor, homeward bound, by three o'clock. To show his appreciation he bought his latest benefactor a few cups of coffee and had a couple himself.

While enjoying this beverage, the counterman informed Jack that a certain man drove through there every day about this time, and better still he was sure that he went somewhere in the vicinity of Pitman. Hardly was he in possession of this cheerful bit of information than a big fellow came in and ordered coffee. Told that this was his man, Jack went into action. In less time than it takes to tell it he found out that this fellow drove a deluxe garbage truck outfitted with a heater and radio, that he was bound for Almonesson (six miles from home) and best of all—he would welcome a passenger. This piece of good fortune called for a celebration in the form of more coffee, some pie and a few extra cigars with Williams footing the bill.

Arriving at Almonesson without incident, Jack thanked his "friend in need" and boarded a bus for Pitman. There he transferred to a second bus which let him off right in front of the Williams' homestead in time for a dinner which by this time he had no desire to eat.

As Jack says in summing up: "I had a most interesting day, made my inspection, and met a lot of nice people."

Navy censor noticing the Trenton address on the envelope, sent for Eddie and asked him if he had a brother Harry. When Eddie admitted that such was the case, the censor then told him that the brother was now in New Caledonia. Eddie thanked him and duly conveyed the information.

You might wonder how the censor knew all this. He knew because his name was Jack Carr, Jr.

Giffin's Career Strictly N. J. S. H. D.

The handsome youth we present this month is not a movie star. He is none other than Harold W. Giffin, head of Survey and Plans, as he looked during his college days at Bucknell University. Unlike many of our employees who gained considerable experience with other organizations before coming to the Highway Department, "Giff" hardly waited for the ink to dry on his diploma before embarking on a career of highway engineering with the State of New Jersey.



H. W. GIFFIN

Giffin was welcomed into this world on April 14th, 1891 in the small town of Oxford, N. Y. After attending grade schools in Granville, Windsor and Port Richmond, N. Y., he entered the Curtis High School in New Brighton, Staten Island. He graduated from this institution in 1909 and enrolled at Bucknell in the fall of that year.

At the end of his freshman year, "Giff" left college and for the next three years was employed in various engineering capacities by both New York City and the State of New York. He returned to Bucknell and resumed his study of engineering in 1913 and was graduated in 1916. His first job with the N. J. State Highway Department came two months later when he joined the forces of F. Westervelt Tooker (now Office Engineer for C. A. Burn in Newkirk) as a Surveyor in Hackettstown at \$75.00 a month.

With both feet firmly placed on the bottom rung of the engineering ladder, Giffin started his climb. The first step upward occurred in 1917 at which time he was made Chief of Party. This was followed by promotion to Assistant Engineer in 1918, Assistant Division Engineer in 1919, Survey Engineer in 1921, Resident Highway Engineer in 1924, Division Construction Engineer later in the same year, Field Engineer in 1926 and Engineer of Survey and Plans in 1932. It was under this latter title that he organized the division bearing that name.

Because he has either been the originator or developer of such outstanding highway features as the cloverleaf, advanced intersection designs, highway grade separations, the dual roadway, reflecting curb, etc., many are inclined to overlook the fact that these are but milestones in Harold Giffin's more comprehensive accomplishments.

The real significance of his work is better shown in the development of a large part of our present highway system and in the planning that he is now doing for the future. It is well to remember that the highways we will build next year and the year after are the results of planning that is done today. This planning is the responsibility of "Giff" and the fine staff of engineers he heads. That it has been well done is a tribute to his ability.

Patrick Flynn Dies

It is with regret that we announce the death of Patrick Flynn, of John Street, Pine Brook, on Wednesday, February 10th. Mr. Flynn had been employed in the Maintenance Division since December, 1933, and at the time of his death was working in the maintenance crew under the direction of Foreman Clifford Pertz.

Meet the Gang



This month we present the Maintenance Crew of Foreman George Oliver of New Brunswick who maintain Route 25 from Deans to the Raritan River Bridge, Route S 26 Penna. R. R. at Adams Station to Route 25, Route 26 from Adams Station to New Brunswick (via Livingston Ave.), and Route S 28 from New Brunswick to Old Bridge.

In the above photo Foreman Oliver appears on the left of the standing row. Others standing, from left to right are: Lawrence McClay, Harry Fine, Abe Stevens, William Crawford, Michael Rosta and Peter Puleo. Kneeling are: John Bevocqua, Paul Bannier, Charles Seaker, Stanley Wood and Anthony Mantuan.

The average length of employment of this group is eleven years which speaks well for the foreman, the gang, and the Highway. George Oliver is the veteran of the group, having come to the Department in 1924 and was made a foreman in May 1926. George has a son in the Air Corps and spends his leisure time hunting and fishing.

Michael Rosta is the next oldest employee, having joined the Highway forces in 1929. In 1935 Mike suffered two broken legs as the result of a highway accident, but he is in good shape once again. Charles Seaker, the driver of one of the gang's trucks was also injured in the 1935 accident, at which time he received fractures of both legs and one arm. Like Rosta, Seaker is now recovered. Charlie is a veteran of World War I having served overseas with the 78th Division. His hobby consists of gardening, hunting and fishing.

Anthony Mantuan, who has been with the Department for over ten years, is proud of the fact that he has three sons in the Armed Forces of this country. John Bevocqua is also represented in this category with a boy in the Army.

Paul Bannier, driver of the second truck in this gang, is an ex-Chief of the Maple Meade Fire Department. Two other members of the gang who are ardent huntsmen and fishermen are Abe Stevens, a veteran of the last war and Harry Fine, the grader operator. Stanley Wood, who is expecting to be called for service with the Army any day now, is the son of Foreman Bert Wood, whose picture of his gang, taken on the occasion of their flag raising, started this series.

Electrical Flashes

REG K. BOWEN

The recent installation of the new traffic light at the Newark Airport Army Camp had its amusing sidelight. When everything was in proper working order, Major Donaldson, the commanding officer, was desirous of learning how the signal operated. In their enthusiasm to see that his education was complete, Al Wright, George Goldy and Courtney Raymond all took a hand in the ensuing explanation. Unfortunately they not only talked at the same time, but practically obliterated the Major's view of the controller in their anxiety to see that nothing remained unexplained. Finally, despite these handicaps and the rain that was falling, the officer signified that he understood thoroughly.

He then invited, or rather insisted upon the Highway men joining him in reviewing his M. P. guards. Standing in the downpour in their best military manner, Messrs. Wright, Goldy and Raymond watched the review and listened to the detailed explanation of how the traffic light operated, as the Major instructed his men. The one bright spot in the day came when the officer paid tribute to the fine cooperation of the Highway Department in solving what had been a most dangerous traffic hazard.

New traffic signals have recently been installed at the Fernwood gate by this division. This move became necessary because of the greatly increased traffic to the Eastern Aircraft Company not far away. The installation of this signal and the new lighting unit will enable drivers entering and leaving Fernwood to do so with much more safety than heretofore.

Civilian Defense has found many volunteers within the ranks of the Electrical Division. Among those who are actively engaged in this manner are: Al Wright, a Zone Warden in Ewing Twp.; William Marron and Frank Walsh, Wardens in Trenton; Marvin Polhemus, Warden in Belmar, while Nor-

man Lewis is a Sergeant in the American Legion Police Reserve in Asbury Park. Others that come to mind include: Buddy Royston, Warden in Bradley Beach; Thomas Borden, Chief Warden in Jersey Homesteads, who keeps Warden Walter Schuetz of the same place very busy; and last but far from least Andrew Leaver who puts in many a long hour spotting planes.

The Electrical Division has learned that they must return borrowed goods. Over five years ago Equipment Operator Thomas Gadsby was borrowed from the Equipment Division. This week Willard Emmons insisted that he be returned immediately. Fortunately no interest was charged.

One of our most active workers in the cause of Civilian Defense is Miss Grace Moore, who has, since our entry into the war, devoted a large part of her time to organizing as well as instructing classes in first aid, surgical dressings and home nursing. Because of her enthusiasm many of our citizens are now well equipped to handle various emergencies.

Illness Fatal to Mooney

John Mooney, of Ledgewood Avenue, Netcong, died at his home Monday, February 15th, after a short illness. Mr. Mooney was employed in the Maintenance Division on June 20, 1930, and had worked in the maintenance crew under Foreman L. C. Ely since that time.

HONOR ROLL

(Continued from Page 1)

A-12, D-16, E-6, F-17, G-12, H-19, I-5, J-0, K-12, L-19, Mc-9, M-23, N-5, O-3, P-18, Q-1, R-17, T-14, U-1, V-4, W-18, X-0, Y-3, and Z-0.

When "Dutch" answers reveal he will add one more to the "D" list, but his cheerful, characteristic smile will be missed by the Highway Department.

He first started among the road-builders as an office boy, an alert, clean-cut chap. His friends were pleased recently when he was chosen as an "outside guard" with finesse in meeting all comers.

Maintenance Notes

GENE BECKNER

This Division is justly proud of the record of its employees in Civilian Defense Activities. Almost every employee is doing his or her part here on the home front in territory extending from Cape May to Sussex. As evidence, we give you two extremes.

Down in Cape May County, Foreman Ralph Evans is District Director of the Cape May County Air Craft Warning Service and has put in nearly 900 hours actual observing himself. Ralph has enlisted as assistants at his particular post Wesley Bates, Harry Tozer, Horace Hess and Fred Spalding, all employees of the Department. Not satisfied with this, Ralph has also called on the members of his own family. Mrs. Evans has around 1000 hours observing time to her credit and Ralph, Jr., over 500. Another son, John, was an observer before enlisting in the U. S. Navy. John was home on furlough recently after a convoy trip to North Africa. Other Maintenance Division employees serving as observers on other posts in Cape May County are Charles Carlisle, Otis McKaig, Milton Thomas, Monroe Chambers, and Francis Crema.

From the other end of the State up in Sussex County, Foreman Sydney Webster advises that the following members of his gang recently reported en masse to the Red Cross Headquarters and donated their blood to the Blood Plasma Bank: Clarkson Benson, Arthur Van Gordon, Charles E. Russ, Jr., Joseph Fountain, and Benjamin Van Orden.

Peter Spinelli, truck driver in "Jeff" Johnson's landscape maintenance crew, who is seriously ill, is now confined to the Veteran's Hospital in the Bronx, New York City. He has our best wishes for a speedy recovery.

Joe Petta, formerly employed in Bob Green's Landscape Division Office, writes that he is stationed at Souther Field, Americus, Georgia, with the U. S. Army Air Corps. He has had several hours dual flight instruction and by the time you read this will probably have made his initial solo flight. Joseph Mahan, of the Electrical Division, is an upperclassman at this same field.



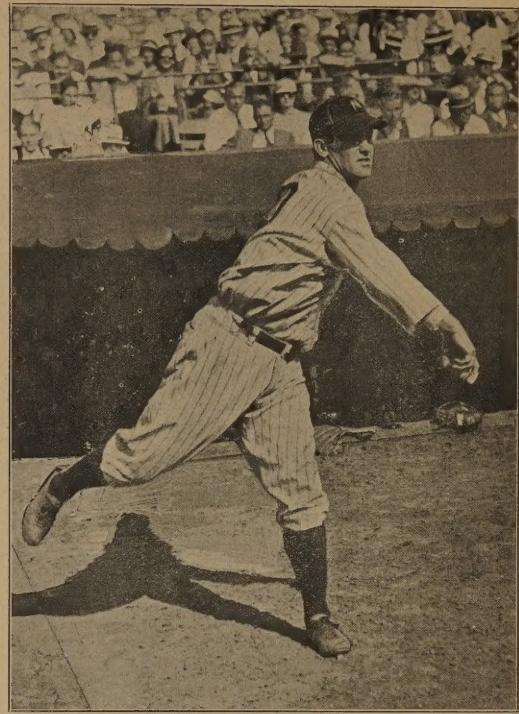
PVT. ED. CLARK

As typically representative of the Marine Corps, we give you Ed. Clark, formerly an employee of the landscape maintenance division. "Googs," as he is popularly known, stopped in the office the other day and entertained us all with tales of his "Boot Training" at Parris Island. If the Marines ever find time to put on a show similar to "This Is The Army," they should certainly make use of his talent as a raconteur.

A premature sign of spring—the snow was no sooner off the ground than Russ Geller had those golf clubs out polishing them up. Sure enough, along came that delightful weekend over Washington's Birthday and Russ was out covering the Yardley layout. Nothing like being prepared says Russ.

Foreman Joseph J. Tyman is still confined to his home with illness. Joe has had more than his share of bad health recently and we hope to see him up and around again soon.

FORMER BIG LEAGUER



Charlie Hargreaves Starred for Many Years
In National League

With the New York Yankees scheduled for Spring training at Asbury Park and the Giants at Lakewood, New Jersey should be more than usually baseball conscious this year. And speaking of baseball, we wonder how many of the Highways know that Foreman Charlie Hargreaves of the Maintenance Division is the same individual that starred with the Brooklyn Dodgers and Pittsburgh Pirates between 1923 and 1928.

As a member of the Dodgers, Charlie was generally recognized as one of the outstanding receivers in the league. He was the type of big husky catcher that pitchers like to pitch to, and his throwing arm was strong and accurate. In fact, he seldom let the runner on first base advance via the base-stealing route. When Charlie pegged to second his throw generally arrived well in advance of the runner. At bat Charlie, while no Lombardi, hit well above the average for catchers and had a habit of delivering a base blow when it meant most.

Teamed up with Dazzy Vance, one of the outstanding pitchers of all time, they made up a colorful and formidable battery. In the roaring twenties they contributed much to whatever success came to Brooklyn in those days.

Charlie, a native of Trenton, started his baseball career as a semi-professional at the age of fifteen with the old American Bridge team. For the next few years he starred on many local teams, notably Empire Tire, Trenton Car Shops, Merchant Ship and J. N. Barber. In 1921 he began his professional career with Rochester of the International League and was later farmed out to Pittsfield of the Eastern League.

In 1923, Hargreaves was purchased by Brooklyn and there he remained for the next six years. The Dodgers traded him to Pittsburgh in 1929 where he caught regularly for the next two years before going to Newark of the International League. He remained with the Bears until 1934 and was then sent to Baltimore of the same league.

He left the Oriole City that same year and returned to Brooklyn, where he had long been a favorite of the Flatbush fans, and joined the Bushwicks generally recognized as one of the fastest semi-pro teams in the nation. Charlie continued in harness until 1941 when he retired from baseball after a quarter of a century of active participation.

At present Hargreaves is working under the supervision of Mike Lanzaro down on Long Beach. Mike suggested that since most of the younger players are in the armed forces, Charlie take his catcher's mitt down there and work out. Mike felt that since the armed forces are taking all the younger players, some hard-pressed manager might find the "ole hoss" a valuable asset.

"When the time comes that they'll need me, it's a safe bet that baseball is through for the duration," opines Hargreaves.